North Central Regional Transit District (NCRTD)
Resolution 2013 - 01

APPROVAL TO DISPOSE AND AUCTION CERTAIN NCRTD MISCELLANEOUS ITEMS

WHEREAS, the NCRTD was created through legislative enactment (NMSA 1978, Section 73-25-1 et seq.); and

WHEREAS, the NCRTD is a sub-division of the State of New Mexico; and

WHEREAS, the NCRTD was approved and certified by the New Mexico Department of Transportation on the 14th day of September 2004; and

WHEREAS, the NCRTD is entering its 5th year of providing public transit services in North Central New Mexico and, from time to time, has property that is worn-out, unusable or obsolete to the extent that the item or items are no longer economical or safe for continued use by the NCRTD; and

WHEREAS, the NCRTD Property Disposal Committee met on December 7, 2012 to inspect the recommended disposal of certain miscellaneous District Property in which it was determined to be obsolete and has met its useful life. The attached list "Miscellaneous Inventory/Non Inventory Items for Disposal" describes all items approved by the committee and categorized by lot number to sell on Publicsurplus.com

NOW, THEREFORE BE IT RESOLVED THAT the North Central Regional Transit District Board adopts the disposal and auction of all reviewed and recommended miscellaneous items (attachment Miscellaneous Inventory/Non Inventory items for Disposal), by the NCRTD Property Disposal Committee on December 7, 2012.

PASSED, APPROVED AND ADOPTED BY THE GOVERNING BODY OF THE NORTH CENTRAL REGIONAL TRANSIT DISTRICT ON THIS 4th DAY OF January, 2013.

Daniel Barrone, Chairman

Approved as to form:

Peter Dwyer, Counsel

Miscellaneous Inventory/Non Inventory Items for Disposal

Quantity	Color	Description	Bar Code (if available)	D=Disposal A=Auction	Lot Number (Used for Auction)
11	BLACK	LEATHER SWIVEL CHAIRS	00207	A	LOT 1
	BLACK	LEATHER SWIVEL CHAIRS	00112	A	LOT 1
	BLACK	LEATHER SWIVEL CHAIRS	00114	A	LOT 1
4	GREY	CLOTH SWIVEL CHAIRS		A	LOT 2
4	MAROON	CLOTH SWIVEL CHAIR	00073	A	LOT 2
	MAROON	CLOTH SWIVEL CHAIR	00136	A	LOT 2
1	BROWN	CLOTH SWIVEL CHAIR	00166	A	LOT 2
1	MAUVE	CLOTH CHAIR	00232	A	LOT 2
1	MAROON	LEATHER SWIVEL CHAIR		A	LOT 2
2	BEIGE	4 DRAWER FILE CABINET METAL	00108	A	LOT 3
1	BLACK	2 DRAWER FILE CABINET METAL	00152	A	LOT 3
1	BEIGE	5 TOP OPENING DRAWER FILE CABINET		A	LOT 3
1	BLACK	MAIL BOX FILE METAL	00101	A	LOT 3
1	BLACK	2 DOOR STORAGE CABINET METAL	00102	A	LOT 3
1	BROWN	WOOD 2 SHELF BOOKCASE	00180	A	LOT 4
1	BLACK	WOOD 2 SHELF BOOKCASE	00142	A	LOT 4
1	BLACK	TALL BOOKCASE WOOD	00143	A	LOT 4
1	BROWN	TALL 5 SHELF BOOKCASE WOOD		A	LOT 4
1	TAN	WOOD DESK WITH 3 DOORS WITH KEY BRD	00135	A	LOT 4
1	BROWN	WOOD PRINTER DESK	00055	A	LOT 5
1	BROWN	WOOD DESK WITH DOOR ON LEFT AND 2	GUS	A	LOT 5
		DRAWERS ON RIGHT			LOT 5
1	CHERRY WOOD	WOOD DESK 4 DRAWERS EACH SIDE		A	LOT 5
1	LIGHT BROWN	WOOD DESK WITH UPPER STORAGEW/LEAF		A	LOT 5
1	BROWN	MAIL BOX FILE WOOD		A	LOT 5
1	CHERRY WOOD	WOOD DESK WITH 3 DRAWERS ON EACH	00177	A	LOT 5
		SIDE/MIDDLE DRAWER BRASS HANDLES			LOT 5
1	CHERRY WOOD	TWO DRAWER STORAGE CABINET	00057	A	LOT 5
3	BLACK	MOTOROLA STAR TAC CELL PHONE		A	LOT 6
13	BLACK	HP NAVIGATION SYSTEM		A	LOT 6
7	BLACK	QWEST PHONES		A	LOT 6
4	BLACK	BROTHER DRUM UNITS DR310CL		A	LOT 7
1	BLACK	GATEWAY TOWER	00126	A	LOT 7
1	BLACK	DELL MONITOR		A	LOT 7
1	BEIGE	DELL MONITOR		A	LOT 7
1	BLACK	PAPER SHREDDER PRIVACY GUARD		A	LOT 7
2	BLACK	HP OFFICE JET PRINTER 6500A PLUS		A	LOT 7

Miscellaneous Inventory/Non Inventory Items for Disposal					
Quantity	Color	Description	Bar Code (if available)	D=Disposal A=Auction	Lot Number (Used for Auction)
1	BLACK	HP DESK JET D1660 PRINTER		A	LOT 7
1	WHITE	HP PRINTER	00054	A	LOT 7
1	BLACK	DELL FLAT SCREEN MONITOR		A	LOT 7
1	GRAY	BROTHER TYPEWRITER		A	LOT 7
1	WHITE	PRINTER KYOCERA/3 TONERS		A	LOT 7
1	BLACK	TOSHIBA COPIER, SCANNER,FAX,PRINTER A6274		A	LOT 8
		SUPER 6-3 E-STUDIO 167		A	LOT 8
1	WHITE	BROTHER PRINTER HL-2270DW	0051	A	
SEVERAL		KEYBOARDS/PHONES/MOUSES/CORDS ETC.		A	LOT 9
1	PLASTIC	CARRING CASE		A	LOT 10
1	CLOTH	SAMSONITE		A	
1	LEATHER	LAPTOP CARRING CASE		A	
1	NYLON	CARRING CASE		A	
4	BLACK	KEY BOARD TRAYS UNDER MOUNT		A	LOT 11
2	METAL/WOOD	DRY ERASE BOARDS		A	LOT 12
8	GRAY	19" STEEL BUD-TYPE WHEELS		A	LOT 13

Agenda Report
NCRTD Board of Directors Meeting
Meeting Date: January 4, 2013

Agenda Item - C

Title: Resolution No. 2013-02 Las Trampas Route Service Modification to a Sustainable Level

Prepared By: Mike Kelly, Transit Operations and Maintenance Manager

Summary:

The proposed resolution modifies the service of the Las Trampas Route to a sustainable level. It acknowledges the Las Trampas Route low ridership, the needs of the communities the route serves and the potential economic and operational impact on the District.

Background:

At the October 3, 2012 Board meeting the Service Development Manager presented an annual route assessment discussion. Among the items discussed was the low ridership on the Las Trampas Route and its annual operational cost of $148,669.00 Staff was then directed to hold a public meeting within the route's community in order to obtain community input regarding the potential of discontinuing the service.

On October 17, 2012, a meeting was held in Peñasco at the community center. Six people attended expressing concerns of losing the service. They requested another meeting be held at Ojo Sarco that would be beneficial, being that they were from that area and there may be a better turn out of transit riders. Staff set a second meeting and it was held on October 30, 2012 at Ojo Sarco. Four people attended as supporters of public transit. Concerns were expressed that even

though they themselves do not ride or would not ride the bus, they felt that transit was important to their community. They proposed the District adjust the time to pick up in the area earlier in the mornings to be commuter friendly. They suggested that the District possibly try this as a test run. Also, they asked; if the District was to reduce the route runs, to not cut it entirely, but operate 1 morning run and 1 afternoon run.

During the meeting Staff indicated to those present that before any changes could be made to the existing route structure, we would first have to evaluate and consider the impacts of proposed changes on connecting routes before making any final decisions.

This information was shared with the Board at the November 2, 2012 meeting. The Board asked staff to consider these comments, evaluate any possible changes, any economic savings/ impacts and make recommendations at the January Board meeting.

Assessment:

The Las Trampas Route starts at Chimayo, runs to Las Trampas via Cordova, Truchas and Ojo Sarco, turns around and runs in reverses order back to Chimayo to complete a round. The route runs 3 rounds in the morning from 8:30 a.m. to 11:30 a.m. and 2 times again in the afternoon from 3:30 p.m. to 5:30 p.m. for a total of 5 rounds. At Chimayo, the riders connect with the Chimayo Route to travel on to Espanola. The times at which riders ride the bus are varied with no patterns of utilization of specific runs.

The current ridership has remained low for the last 2 years averaging 2,106 trips per year. This equates to approximately $70.00 per (rider) trip, 330% over the District's average overall cost per trip of $20.70 for FY'13. In order to develop the Las Trampas Route to a level of sustainability, ridership would have to double at the very least to $35.00 per (rider) trip. Considering all of the above, staff discussed 3 possible options:

Option 1: Discontinue the Las Trampas service:

This option is the most drastic which could recoup the greatest amount of economic resources for potential reallocation: $148,669.00. However, this will have a negative impact on the Las Trampas route riders and the 4 communities who currently depend upon this service.
This would also have an immediate negative impact on the Chimayo Route as approximately 35% of its (rider) trips are generated via the Las Trampas link. As a result, Chimayo ridership numbers would also be reduced by 35%. Ridership for FY'12, Chimayo was 5,873 and Las Trampas was 2,052.

Option 2: Add Early Morning/Later Evening Commuter and 1 Midday Run:

This option *may* increase ridership. It is doubtful, due to the fact there were no active or potential commuter riders at either meeting. Both meetings were sufficiently advertised by the District. The second meeting in Ojo Sarco was also promoted within the community by the non-rider attendees who said they had delivered mailbox flyers.

This option will not provide any economic savings as the total amount of run times will be about the same as the current service. However, this will impact the operation's schedules as the run times will start about 1 1/2 hour earlier and end 1 1/2 hour later.

This option will have an impact on the Chimayo Route as current Las Trampas runs link riders each round. This would require District operations to:

1. Change the run times of the Chimayo route, dropping some of its midday runs in order to match up with the adjusted Las Trampas schedule; or
2. Structure Las Trampas' early/late commuter portion to run to and from Espanola independently with offset times from the Chimayo route. This may also significantly reduce ridership on the Chimayo run.

Option 3: Reduce Service: 1 AM Run – 1 PM Run:

This option reduces the 5 runs per day down to 2. This does not completely discontinue service yet it retains a basic service to the communities. This option has an operational cost of $59,469.00 and offers savings of approximately $89,200.00 back to the District for possible reallocation. This option should have minimal impact on the Chimayo Route ridership.

The riders of Las Trampas, even though having the service level reduced, would still have available, reliable, more sustainable service.

Recommended Action: It is recommended that the board consider Option 3.

Options/Alternatives:

- Consider Option 1: Discontinue the route, gain larger sum for reallocation, but isolate transit dependent riders of 4 small communities, while negatively impacting the ridership of another District route. (not recommended)

- Consider Option 2: Restructure route to include morning and afternoon commuter service. This would not find any financial savings with continued high costs for the District and may not grow any new ridership while losing some existing; also will negatively impacting the ridership of another District route. (not recommended)

- Consider no action: Route continues as is with high ridership cost, and no financial saving for the District. (not recommended)

- Consider Option 3: Maintain a reasonable level of service for the existing ridership while attempts to minimize per rider cost and recoup $89,200.00 to the District's budget for possible reallocation. (recommended)

Fiscal Impact: Depending upon the option selected by the Board costs could increase, however, the District did not budget for any additional expenditure related to routes enhancements. It is also possible that Budget savings of $89,200 could be achieved with a reduction of service level on this route, which could possibly be reallocated towards other route enhancements which as of this date have not been determined.

Attachments:

Resolution 2013 - 02

Revised Las Trampas Schedule